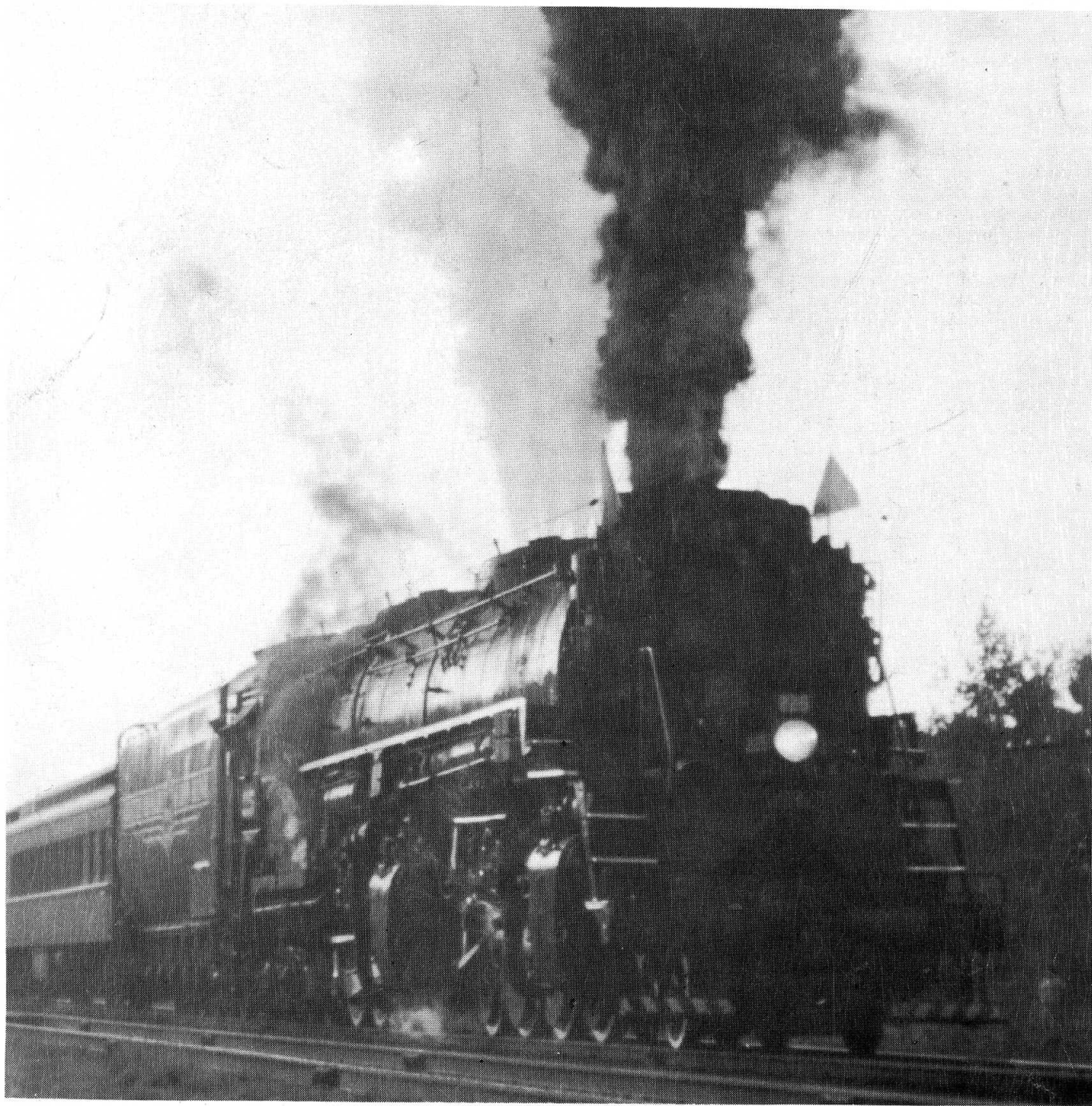
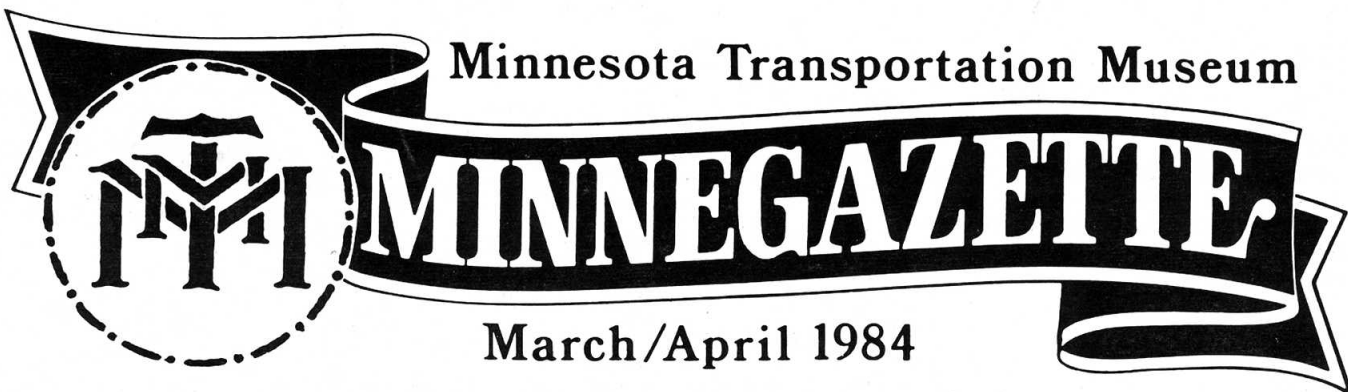




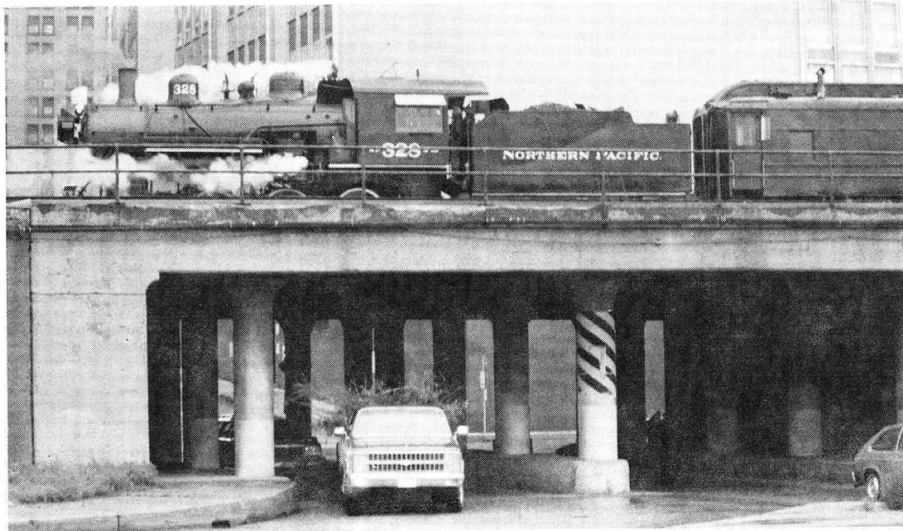
Minnesota Transportation Museum



March/April 1984

About the Cover

DM&IR Yellowstone 225 was one of two 2-8-8-4s operating on the Missabe this hazy day in 1960. 225 was pulling a Minnesota Railfan Assn. special; 227 an Illinois Railroad Assn. special. The Yellowstones were designed fuel-efficient, and 225 balked at making a plume for this photo runby, as demonstrated by the flames which spewed momentarily from the firebox as this photo was taken. 225 now sits atop a hill overlooking Proctor, Mn. Photo by Dennis Johnson.



MTM steam train on the Jackson St. overpass by Shepard Road and the Union Depot on Oct. 15 on its way to Lilydale. Photo by Dawn Holmberg.



N.P. 328 on the turntable at the Minnesota Transfer Railway roundhouse on Oct. 18, 1983. Jim Bertrand is the engineer. Photo by Dawn Holmberg.

Calendar of Events

NOTE: Some of the scheduled railroad operations are *tentative* and subject to change or cancellation.

May 22: General membership meeting, Prudential Life Ins. Co., Minneapolis.
May 26: Como-Harriet Streetcar Line opens 14th season; runs daily until Labor Day.

June 16/17: Lilydale Riverfront Days; 328 steam train.

June 18: 30th anniversary of the end of TCRT streetcar operations.

June 23/24: New Brighton Stockyard Days; 328 steam train.

July 14/15: Stillwater Lumberjack Days; 328 steam train.

July 21/22: Hopkins Raspberry Festival; 328 steam train.

July 24: General membership meeting, Technical Vocational Institute, St. Paul.

Sept. 3: Como-Harriet Streetcar Line ends daily service; runs weekends only in Sept. and Oct.

Sept. 8/9: Northfield Defeat of Jesse James Days; 328 steam train.

Sept 25: General membership meeting, Northwestern National Life Ins. Co., Minneapolis.

Oct. 28: Scheduled end of Como-Harriet Streetcar Line operations in 1984.

Nov. 27: General membership meeting, Burlington Northern, St. Paul.



Membership Meeting Mar. 27

The next general membership meeting is at 7:30 p.m. on Tuesday, March 27 at the Northwestern National Life Insurance Co. at Nicollet Mall and Washington in downtown Minneapolis. See you there!



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

Fred Rhodes, Minnegazette
 10409 Nicollet Circle
 Bloomington, MN 55420

Museum Membership Approaches 700 Members

Since 1962 when the Minnesota Transportation Museum organization was founded as a spinoff from the Minnesota Railfans Association, membership in MTM has steadily climbed. Evolving from a small group of pioneer rail buffs, it took eight years to reach a 55-member total in 1970.

With the opening of the restored Como-Harriet Streetcar Line at Lake Harriet in Minneapolis in 1971 with less than a quarter-mile of museum-laid track on abandoned right-of-way, membership began to expand at a quickening pace as the popular street car operation with annual extensions eventually reaching one mile increasingly enjoyed local and national appeal, becoming a dependable source of revenue for MTM.

In 1976, after 21 years of static display in a trackside park at Stillwater, Minn., ex-Northern Pacific steam engine No. 328 was prepared for movement and pulled by the Burlington Northern Railroad to MTM's leased facilities at BN's Como Shops in St. Paul. Then membership began to accelerate.

The 1976 membership total was 230 members; in 1981 when No. 328 made its first restored run, membership had reached 441. As of February 15, 1984, our membership totaled 692, a gain of 32 over the 12-month period, reflecting a magnetic appeal to traction and railroad enthusiasts.

Following is MTM's membership in brief perspective:

Total membership (Feb. 15, 1984)	692
Paid through 1984 and beyond	401 (58%)
1983 members not yet paid (cutoff April 10)	291

Present MTM membership division totals

	Total	Metro Area (Zips 550, 551, 553, 554)
Associate	193	122
Active	297	273
Family	202	186

Beyond in Minnesota and nationwide (including Norway and Saudi Arabia) 111

The final dues reminder has been printed on *cancellation pink* as a gentle reminder. For those of you who have renewed for 1984 or beyond, don't be concerned about your status. For ease of stuffing some 780 envelopes and to meet bulk mailing requirements for uniform weight, all envelopes

contain the pink renewal sheet. If you don't need the pink sheet, give it to a friend or relative and let them share in the pleasures of MTM.

Raymond R. Bensen Sr.
Membership Secretary

1984 Meeting Dates Announced

The 1984 MTM board of directors meeting dates and general membership meeting dates have been announced. Generally, board meetings will be held on the *third Tuesday* of every month. General membership meetings will be held on the *fourth Tuesday* of every other month. All meetings start promptly at 7:30 p.m.

Board of Directors Meetings

All board of directors meetings will be held at the Midway Amtrak Depot at 730 Transfer Road in St. Paul. Interested members are asked to call one of the board members before coming to a board meeting due to space limitations.

General Membership Meetings

General membership meetings will be held at various locations in the Twin Cities as shown below. Generally, slide and/or movie shows of rail operations are provided at the conclusion of the meetings.

Minnegazette news deadline dates are also included below to help you time a date-critical news item with the distribution of the **Minnegazette**. The deadline for news and photos is *six weeks* before a general membership meeting. The **Minnegazettes** are scheduled to reach members about a week or two before the meetings (Twin Cities members and outstate members paying first class postage).

Mark your calendars with the dates below. General membership meeting dates and locations also will be carried in the Calendar of Events column as always. The following are important dates for 1984:

Minnegazette News/Photo Deadlines	For Issues Of	Board Meeting Dates	Membership Meeting Dates	Membership Meeting Locations
April 10	May/June	May 15 June 19	May 22	PLI, Mpls.
June 12	July/Aug.	July 17 Aug. 21	July 24	TVI, St. Paul
Aug. 14	Sept./Oct.	Sept. 18 Oct. 16	Sept. 25	NWNL, Mpls.
Oct. 16	Nov./Dec.	Nov. 20 Dec. 18	Nov. 27	BN, St. Paul

Key to meeting locations —

- PLI — Prudential Life Insurance Co., Wayzata Blvd. & Cedar Lake Road, Minneapolis.
- TVI — Technical Vocational Institute, 235 Marshall Av., St. Paul.
- NWNL — Northwestern National Life Insurance Co., Nicollet Mall and Washington, downtown Minneapolis.
- BN — Burlington Northern auditorium, 176 E. 5th St., downtown St. Paul.

Put these dates down in the unlikely event that you don't get your **Minnegazette**. Thanks again for all of the great stories and photographs that you members contributed in 1983. That is why the **Minnegazette** is getting fatter each year. Keep up the good work!

Attendance Down, Happiness Up on CHSL in 1983

The official Como-Harriet Streetcar Line operating season ran from Saturday, May 28 through Sunday, October 30 in 1983. The streetcars ran daily from May 28 through September 5 and weekends only after that date.

Streetcar rotation

This was the first full year of streetcar rotation with TCRT 1300 and DSR 265 operating on a weekly "one-car-off, one-car-on" schedule. A given car would run from Saturday afternoon through Friday night. Friday nights found the yard area active with switching of streetcars from the maintenance barn (the newer barn) to the ready barn (the old one under the bridge). Those passengers who rode the last run of the evening, and took the final run to the carbarn area, often were fascinated by the night scene of car switching.

In reality, this weekly rotation of cars afforded more equal operation of each unit. It, likewise, provided the opportunity for vehicle maintenance people to service each car on a more regular basis. On more than one occasion, two cars in service provided a backup unit to "rescue" the other stranded vehicle. Finally, it created the opportunity for personnel to operate

both vehicles during the course of a summer's scheduling. Although both cars operated on the same principle, each possessed its own characteristics and peculiarities.

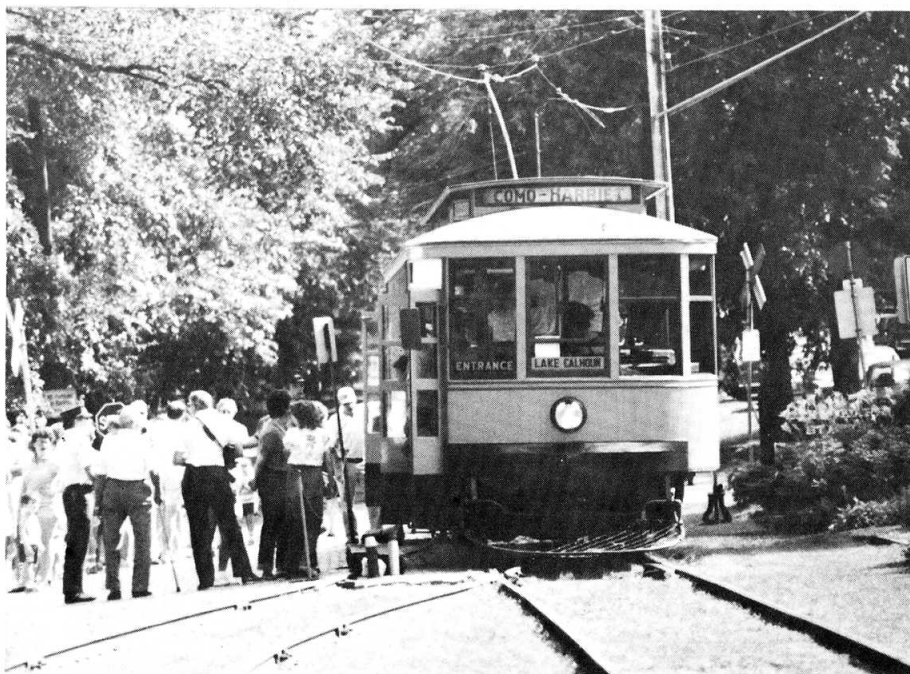
Attendance

Total attendance for the Como-Harriet Streetcar Line was 42,326 passengers in 1983, an average of 336 regular passengers and 79 charter passengers per day. Although the cars were rotated regularly, car 1300 carried 25,005 passengers on 1,083 trips between Lakes Harriet and Calhoun while car 265 carried 17,321 passengers on 676 trips. The grand total ridership since museum operation of the Como-Harriet Streetcar Line began on August 28, 1971 is a whopping 575,404 passengers.

In all categories, the ridership was down from that in 1982 when we carried 48,242 passengers. Travel, unusually cold, wet weather followed by unusually hot, humid weather, park usage, economy . . . , a number of possibilities may suggest answers as to "Why?" Those who did ride the streetcars, however, showed *no decrease* in their happiness of our presence and the overall quality of our exhibit at Lake Harriet.



Streetcar 1300 headed down the hill towards the archery range curve of the Como-Harriet Streetcar Line this summer. Photo by Aaron Isaacs.



A favorite summertime activity for thousands of Minnesotans—riding streetcar 1300 on the Como-Harriet Streetcar Line. Photo by Aaron Isaacs.

Scheduled two-car operations were conducted on the Sundays of Memorial Day, Fourth of July, and Labor Day weekends. On all occasions, ridership was poor due to heavy rains. However, vehicle operator experience so improved that the number of operators necessary to handle such operations was reduced from 9 to 6 members.

The following tables show some of the operational statistics for 1983 and previous years.

1983 Passenger Count

Month	Total
April	50
May	2724
June	9432
July	13796
August	10249
September	4021
October	2038
Grand Total	42326

Ridership Rank by Year

1	1977	51,794
2	1979	51,292
3	1981	51,047
4	1980	50,315
5	1982	48,242
6	1973	44,397
7	1972	44,273
8	1974	42,421
9	1983	42,326
10	1976	41,919
11	1978	38,834
12	1975	38,526
13	1971	19,018

Grand Total 575,404

Maintenance

Maintenance of the revenue equipment and right-of-way at the Como-Harriet Streetcar Line kept crews busy all summer. With the weekly rotation of equipment, structural and mechanical maintenance was often eased as crews were not hurried to ready a vehicle for an afternoon or evening's operation.

The right-of-way saw major improvements during the summer of '83. Particular attention was directed at two areas; the track overhead and the Lake Harriet garden area.

The overhead wire crew moved well in the areas of span-wire, wire pulloff and line adjustment along the entire length of the line, especially at the "summit," the William Berry Bridge area and the archery range curve. In these two locations, reverse operations of the streetcars was significantly improved. In addition, track and tie replacement, rail joint raising and tamping complimented the overhead work. And, as usual, the "Weed Whip Hooligan," or otherwise known as the "Linden Hills Gang-of-Four," blazed their path, toppling twigs, dangling dandelions, and wrestling with the poison ivy that lay in their trail.

The garden

The "front yard" at the Lake Harriet Station took on an entirely different new appearance with a total transformation of the 16-ft by 100-ft garden. Through the efforts of **Mary** and **Karl Jones** (and daughter **Bonnie**), MTM's front lawn and garden truly became a place complimentary with the quality of cars operated. Countless hours and days utterly created an area equal to, if not superior to any, "front yard" in the community.

Training & safety

The division's Training & Safety program commenced activities with 15 new candidates, 11 of whom completed instruction and subsequent certification-for-operation of both streetcars. Instruction included classroom, aboard-the-car *nonrevenue* and *revenue trainee* experiences. The instruction was carried out by 15 "Trainer" or "Assistant Trainers." The division now can draw upon 87 operators to "motor" or "conduct" streetcars 1300 and 265.

Equipment

The traction division currently operates car number 1300, a 1908 Twin City-built and operated streetcar. It also operates car number 265, a 1915 Twin City-built and Duluth Street Railway-operated streetcar. Within a year, we hope to begin restoration on car number 78, an 1893 LaClede-built single-truck, closed motor streetcar.

Over the past two years, the traction division has received grants totaling \$15,000 for restoration or acquisition of equipment for the specific piece. A third grant proposal currently awaits a response. Although many members feel that the restoration will be infinitely easier than was the case with streetcar 265, nevertheless, massive structural/wood milling awaits the crew that tackles this car.

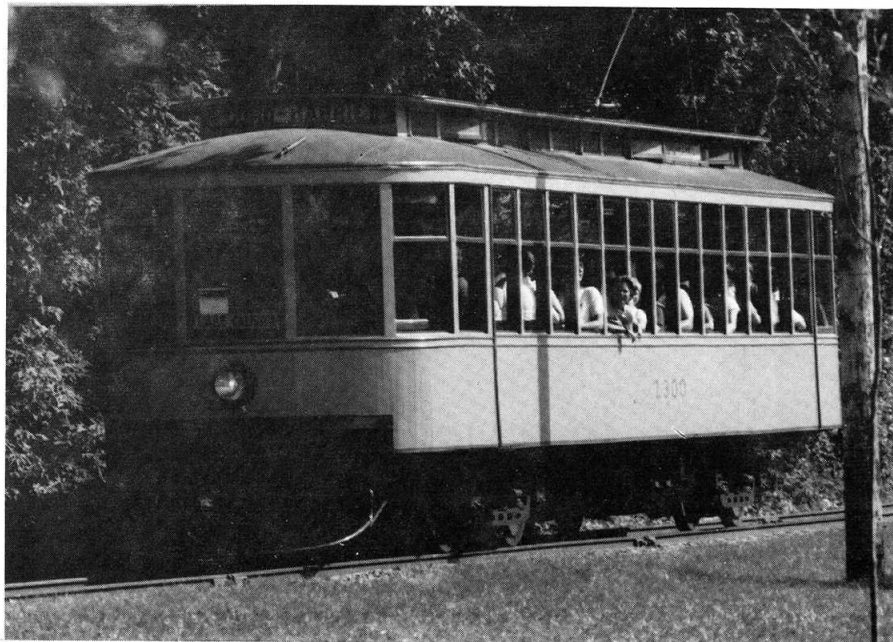
Car barns

Current land restrictions will possibly necessitate a maximum of three streetcars in storage at the Lake Harriet site. As restoration facilities mature for the museum, storage, heavy maintenance and restoration will transfer away from Lake Harriet, and car substitutions may become an annual or biannual event at the Como-Harriet Streetcar Line.

Special events

The summer of '83 created numerous special events for the line. Two-car operations created a sense of real pride in accomplishment on the part of the museum members who witnessed or participated in the event. Radio and television both played a part at Lake Harriet. The CBS-syndicated *P.M. Magazine*, KSTP's *Good Company*, and WTCN's news coverage all promoted a good visual image of our exhibit.

In addition, WCCO radio originated a two-hour broadcast aboard streetcar 265 on May 20. Newspaper (*Minneapolis Star & Tribune*) as well as periodical (*Architecture Minnesota*) articles spotlighted our operations at the lakes. Indeed, the two-page spread in the *Star/Trib* contributed to the largest two-day attendance figure for the year; 2000+ riders.

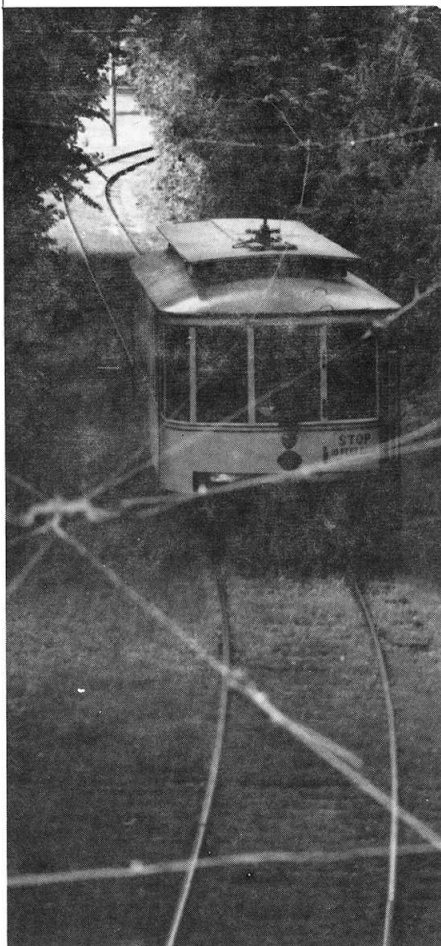


A fully-loaded streetcar 1300 approached Lake Calhoun during passenger operations this past summer on the one-mile route. Photo by Aaron Isaacs.

Streetcar picnic

The season concluded with the 7th annual streetcar company picnic, held later than usual this year to accommodate the 1983 TRAIN Convention delegates, at the Linden Hills carbarn yard, overlooking Lake Harriet. More than 285 registrants swelled the area and enjoyed the bratwurst, hamburger, baked beans, salads, and dessert fare, moistened by a variety of beverages. Included in the group were about 130 out-of-town TRAIN Convention registrants. Even TV sets were set up to catch the Vikings' debacle at St. Louis.

In addition to both streetcars operating in the bright fall sunshine, MTM's restored ex-TCRT buses, 1954 GMC No. 1399 and 1942 Mack No. 630 motored passengers on numerous trips around Lake Harriet and to and from the Sheraton Midway convention hotel in St. Paul.



Streetcar 1300 headed down the hill towards the archery range curve of the Como-Harriet Streetcar Line this summer. Photo by Aaron Isaacs.

Thank you, people

As we close our "Lucky 13" season at Lake Harriet, we continue to grow in our impact to the local community and to the great metropolitan area. Safe operations, well maintained vehicles and right-of-way, along with a pleasant site appearance, all combine to spell success.

Our most crucial ingredient, however, remains our people. It is they, whether they be in maintenance, training, operation, administration, all who create a sense of accomplishment, not merely for the museum alone, but for themselves and others who come to the site. MTM will always be more than places, events, equipment, historical perspective, recreational liesure outlet or hobby fascination/classroom. It will most significantly be people. For it is the people who derive a sense of good feeling from sharing, working, helping or merely being with people.

Cashiers

Ray Bensen Sr.
Mike Buck
John Prestholdt

Ken Snyder
Walt Strobel

Coordinator

Grant Arneson

Superintendent for Card/
Brochure Inventory Control

Don Westley

Superintendent for Training & Safety

Mike Buck

Superintendents for Scheduling

Charles & Carol McCarthy, regular
operations

Judy Sandberg, charter operations

Roadmaster

Walt Strobel

V.P., Traction

Mike Buck

Motormen/Conductors

Earl Anderson	Rick Krenske
Keith Anderson	Bob Kruse
Grant Arneson	Brian Krynsinski
David Barnett	Dick Levering
Casey Bensen	John Lindstrom
Ray Bensen Sr.	Jerry Martin
Larry Beyer	Loren Martin
Herb Bodlund	Carol McCarthy
Bernie Braun	Charles McCarthy
Jeff Braun	Bob McNattin
Mike Buck	Marjorie Meyers
Patricia Campion	Bob MacNie
Gene Corbey	Bob Mirick
Bill Cordes	Helen Murphy
Harold Dalland	John Nordale
John DeWitt	Dave Norman
John Dillery	Ray Norton
Blair Dollery	George Obermeyer
Bob Dumas	Bill Olsen
Phil Epstein	Greg Olson
Dave Ferch	Russ Olson
Dave Gepner	Steve Olson
Steve Glishinski	Norm Podas
Bill Graham	John Prestholdt
Jay Halvorson	Fred Rhodes
Steve Harrod	Frank Sandberg
Duane Hassig	Judy Sandberg
James Harrison	Steve Sandberg
Roy Harvey	Larry Schreiber
Scott Heiderich	Bob Schumacher
Nils Halker	Ken Snyder
Walt Hotvet	John Stein
Dale Hromadko	Walt Strobel
Doug Hultgren	Gary Neunsinger
Karl Jones	John Titterton
Jeanne Freeman	Mike Walman
Aaron Isaacs	Mary Walman
George Isaacs	Terry Warner
Gust Jessen	John White
Al Johnson	Don Westley
Ted Kane	Robert Wise
Corbin Kidder	

Mike Buck

1983 Vice President, Traction



MTM Member Book Inventory

The museum would like to catalog all of the rail books for future reference and as a service to members who would like to see and read books that otherwise might be unobtainable. Many fine railroad books are now out of print. Of course, actual lending of books must be worked out between the individuals.

If you are interested in having us list your library of rail-related books, send it to member Aaron Isaacs, 4913 Upton Av. S., Minneapolis, MN 55410. A list of all books available for lending, as determined by this survey, will be published in a future **Minne-gazette**.

Como-Harriet Winter Update

In spite of the snowdrifts, restoration of streetcar 1300 continues to progress at the Como-Harriet shops under the Linden Hills Bridge at Lake Harriet.

Mike Buck, Duane Hassig, Terry Warner, John Prestholdt, Roy Harvey and others have switched from Zip-Strip and scrapers to sandpaper and elbow grease on the interior compartment paneling.

George Isaacs, Neil Howes, Larry Schreiber and **Walt Strobel** have almost completed new steps for the rear platform. General inspection and adjustment of electrical and mechanical systems continues.

Loren Martin is reconditioning the doors and **Bill Graham** continues to repair or replace several windows that are falling apart. All of the seat cushions have disappeared into the workshops of **Ray Bensen Sr.** and **Walt Hotvet** to return in the spring in new shape.

Our hats are off to Ray for making our restoration activities more comfortable by shoveling pathways and preheating the shop prior to our work sessions. Plans are progressing on the new carbarn.

Mike Buck is organizing the training program in anticipation of the 1984 operating season. We are counting on increased response to the Traction Division Survey this year. Please consider giving the Como-Harriet Streetcar Line your active participation. Our continuing success depends on your involvement.

All 1983 streetcar operators and conductors and many other members should have received the 1984 Traction Survey by now. If you would like to consider training in as a motorman or motorette on one of our vintage streetcars and have not received a Traction Survey form, please call **Don Westley** (920-1579) or **Mike Buck** (822-7559) and ask one of them to send you a form. We welcome all new and old members.

Looking Ahead

goal\ˈgōl, 1: the end toward which effort is directed. 2: an aim or end of action. 3: something set up as an object or end to be attained. syn: aim, objective.

CHSL Goals

Short Range - 1984

1. Selected restoration/rehabilitation of 1300.
2. Erection of third streetcar barn.
3. Commence restoration of car 78.
4. Electrical/overhead to maintenance barn.
5. Platform modification at Lake Calhoun Station.
6. Complete overhead project.
7. Switch design planning for 42nd St. Station.

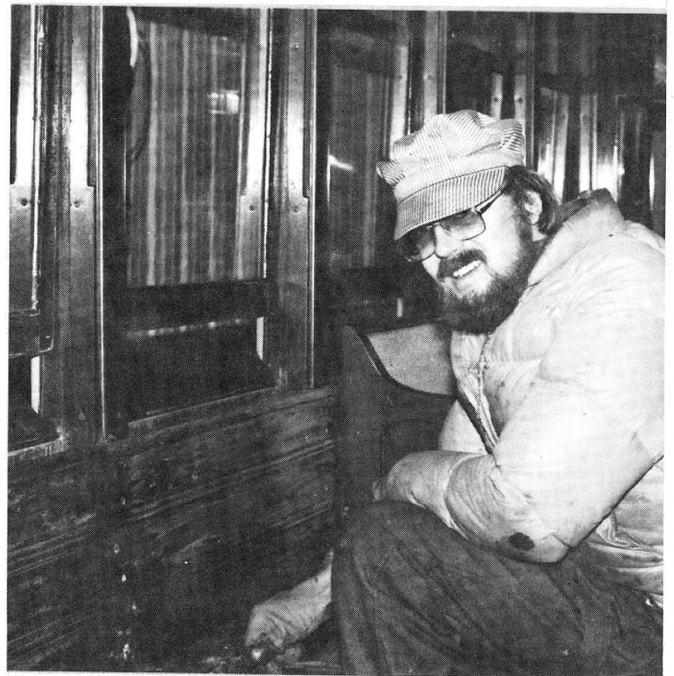
Long Range - Beyond 1984

1. Rehabilitation of 1300.
2. Restoration of 78.
3. Plan for station at Lake Harriet.
4. Carbarn Modification.
5. Northern extension.

Don Westley
Vice President, Traction



Larry Schreiber, left, and Neil Howes removed the rear stairwell from streetcar 1300 after the end of rail operations for rehabilitation. Photo by Bill Graham.



Don Westley, new V.P. of Traction, stripped the varnish from the inside lower walls of the "pole" side of streetcar 1300 this past fall. Photo by Bill Graham.

Thanks to 1983 Railroad Helpers

Our belated thanks to the many, many MTM members who helped make our third year of railroad operations a success. We hope we didn't forget anyone.

Engineers

Jim Bertrand **Randy Dean**
Frank Bifulk **John Winter**

Student Engineers

Orville Richter
Dave Rushenberg

Firemen

Bob Ball **Dave Rushenberg**
Orville Richter **Ken Snyder**

Student Firemen

Jack Anderson **Scott Heiderich**
Keith Anderson **Jim Machacek**
Ron Beck **Don Schlais**

Brakemen

Scott Heiderich **Don Schlais**
John Larson

Student Brakemen

Ward Gilkerson **Jeff Haviland**
Wendell Gilkerson **Dick Kasseth**
Phil Hanson **Terry Spangler**
Janet Haviland

Conductors

Casey Bensen **John Larson**
Scott Heiderich

Student Conductors

Ward Gilkerson **Jeff Haviland**
Wendell Gilkerson **Dick Kasseth**
Janet Haviland

Mechanical/Oilers/Wipers

Jack Anderson **Wendell Gilkerson**
Keith Anderson **Phil Hanson**
Pat Campion **Dick Kasseth**
Ward Gilkerson **Terry Spangler**

Coach Attendants

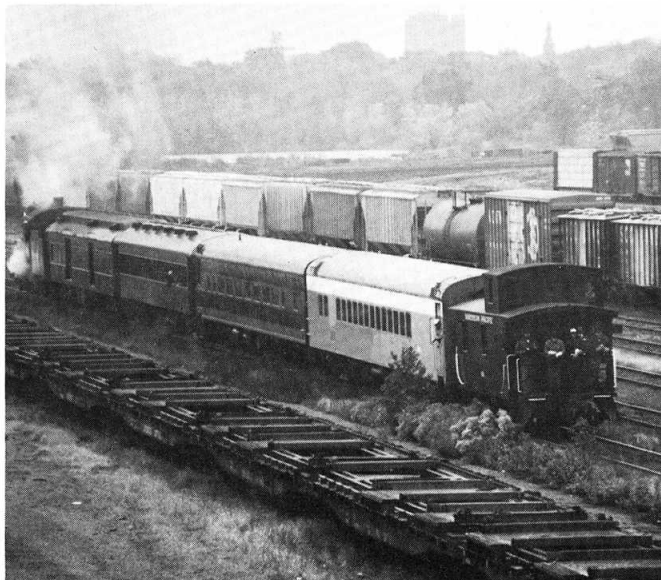
Bernie Braun **Sharon Huikko**
Jeff Braun **Mark Hull**
Pat Campion **Doug Hultgren**
John Carlson **Tony Jenkins**
Mike Coffey **Bob Kaphing Jr.**
Harold Dalland **Bob Kaphing Sr.**
Tom Dethmers **James Kelleher**
Brian Dole **Gary Katzenmaier**
Allan Douglas **Dennis Larson**
Mark Douglas **Loren Martin**
Phil Epstein **Jim Muecke**
Bill Franks **Tom Neuhaus**
Dave Fritz **Ray Norton**
Ward Gilkerson **Herb Pinske**
Wendell Gilkerson **Jeff Scholler**
Roy Harvey **Larry Schreiber**
Janet Haviland **Greg Taylor**
Jeff Haviland **Lyle Vogt**
Gary Heininger **Ken Wingard**
Dennis Holmes

Platform Attendants

Keith Anderson **Dennis Holmes**
Bill Becker **Ronald Hokenson**
Bernie Braun **Mark Hull**
Jeff Braun **Raymond Hopper**
Charles Camitsch **Ross Judkins**
John Cartwright **Evanna Judkins**
Harold Dalland **Bob Kaphing Jr.**
Tom Dethmers **Bob Kaphing Sr.**
Brian Dole **Gary Katzenmaier**
Allan Douglas **James Kelleher**
Mark Douglas **Loren Martin**
Bill Franks **Tom Neuhaus**
Dave Fritz **Ray Norton**
Wendell Gilkerson **Lyle Vogt**
Roy Harvey **Ken Wingard**
Janet Haviland **Jim Woodward**
Jeff Haviland

Tickets Sales

John Bellows **Janet Haviland**
Harold Carlson **Jeff Haviland**
John Cartwright **Ruth Hopper**
Ron Cody **Mark Hull**
Janna Dethmers **Ross Judkins**
Lynn Dethmers **Dave Kettering**
Brian Dick **Jean Kaphing**
Dallas Dingle **Bob MacNie**
Brian Dole **Loren Martin**
Jay Halverson **Tom Neuhaus**
Roy Harvey **Lyle Vogt**
 Ken Wingard



N.P. 328 steam train backed into the Raymond Av. yards on the morning of October 15, just before the Lilydale operations. Photos by Dawn Holmberg.



Same scene but through a telephoto lens showing, from left, a Milwaukee Road conductor, John Winter, Phil Hansen, Ward Gilkerson (behind Phil) and John Larson.

Brochure Sales

Walt Baillon	Mark Hull
Bernie Braun	Tony Jenkins
Brian Dole	Evanna Junkins
Wendell Gilkerson	Ross Judkins
Mary Hartnett	Dennis Larson
Janet Haviland	James Weist
Jeff Haviland	Gary Katzenmaier
Jeff Haviland	

Souvenir Sales

John Cartwright	Ruth Hopper
Janna Dethmers	Jean Kaphing
Lynn Dethmers	Evanna Judkins
Tom Dethmers	Bob Kaphing Sr.
John DeWitt	Dennis Larson
James Dick	Loren Martin
Dave Fritz	Tom Neuhaus
Nils Halker	Jeff Scholler
Dorothy Hull	Paul Wasik
Jeanne Hultgren	

Extra Board

Pat Kaphing	Ronald Hokenson
John Cartwright	Mark Hull
Bill Cordes	Evanna Judkins
Tom Dethmers	Ross Judkins
James Dick	Gary Katzenmaier
Dave Fritz	Bob Kaphing Jr.
Ward Gilkerson	Bob Kaphing Sr.
Wendell Gilkerson	Paul Wasik

Crossing Attendants

Mark Fedor
Dennis Holmes

Stationmaster

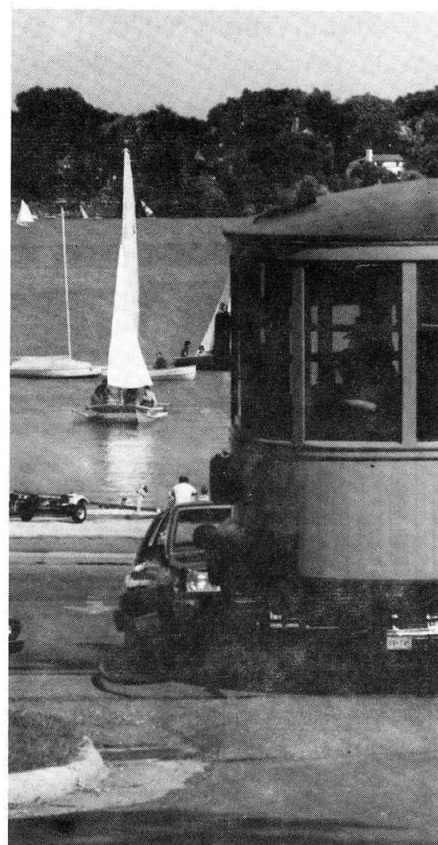
Martin Withuski



The MTM 328 steam train backed into the Lilydale area on a rainy Sat. Oct. 15 for passenger operations. Photo by Gary Katzenmaier.



N.P. tender No. 1631 brought up the rear of the MTM steam train as it headed for Lilydale on Oct. 15, 1983. Photo by Dawn Holmberg.



The sailboats on Lake Harriet provided the beautiful backdrop as streetcar 1300 crossed 42nd St. during Como-Harriet operations this past summer. Photo by Aaron Isaacs.

1983 MTM Railroad Operations Carried 12,191

Like the Como-Harriet Streetcar Line, MTM's railroad division carried significantly fewer passengers in 1983 than it did in the previous year. Shortage of equipment and inclement weather affected railroad operations in 1983.

However, when added to the 42,326 passengers who rode streetcars 1300 and 265 in 1983, the museum transported a total of 54,517 passengers in revenue operations. Total passengers carried on MTM equipment since the beginning of museum operations in 1971 is 618,491 riders. The breakdown is as follows.

1983 Railroad Operations

Date	Location and Event	Passengers
May 20/21	St. Paul Amtrak Depot*, Nat. Trans. Week	529
June 25/26	New Brighton, Stockyard Days	2,926
July 16/17	Stillwater, Lumberjack Days	1,961
July 23	Bayport, private picnic	1,700
Sept. 9-12	Northfield, Defeat of Jesse James Days	3,619
Oct. 15/16	Lilydale	1,278
Oct. 29	TRAIN Convention Special	178
* Train pulled by Dan Patch No. 100		Total 12,191

MTM Train Ridership

1981	16,725
1982	24,371
1983	12,191

Total 53,287

MTM Train and Streetcar, 1983

Train	12,191
Streetcar	42,326

Total 54,517

Total Ridership

Train, 1981-83	53,287
Streetcar, 1971-83	575,404

Grand Total 618,491



Streetcar 1300 Stars in Drama

Speaking of "local boy makes good," how many saw the star of a Christmastime WCCO television special, *Gifts of the Maji*, presided over by Dave Moore? This show featured none other than MTM's streetcar 1300, the car that entertains thousands during the summer months. The car was used as a setting of a deeply moving love story about a streetcar conductor in the 1920s and his bride with their Christmas problems.

The show was taped a couple of years ago and has been repeated. If you missed it, you might look for it again next Christmas in case it makes a repeat performance.

Joe W. Shannon



Homer Johnson, of the Milwaukee Road, was the "traveling engineer" once again when MTM brought its rolling roadshow to Northfield for "Defeat of Jesse James Days" in 1983. While Johnson was at the throttle of ex-NP 4-6-0 steam engine 328, MTM engineer Jim Bertrand watched for photographers who strayed too close to the moving train. Photo by Scott Heiderich.



MTMer Dave Kettering was among the volunteers selling train tickets at the Lilydale operations on Oct. 15. Photo by Dawn Holmberg.

Railroad/Restoration Update

Operations. We have scheduled four railroad operations thus far.

- Riverfront Days in St. Paul on June 16 and 17
- Stockyard Days in New Brighton on June 23 and 24
- Lumberjack Days in Stillwater on July 14 and 15
- Raspberry Festival in Hopkins on July 21 and 22.

We may also have another run in August, a possible run to Northfield for Defeat of Jesse James Days again in September and also a run to Duluth sometime this fall.

If any other operations develop (a railroad picnic with Amtrak, Minnesota Transfer and MTM for example), you will be informed well in advance. We may sell tickets for trips to these various operations leaving from Amtrak Depot. Prices will be announced later.

New Marketing Group. A marketing group has been set up to help promote these railroad excursions, set ticket prices, and work with the project person who makes contact with the community. The group consists of **Tom Mega**, chairman, **Bob Ball** and **Bill Campion**.

Training. Training for these events is being set up by **Jim Bertrand** (engineers), **Dave Rushenberg** (firemen) and **John Winter** (conductors and brakemen). If you are interested in any of these positions, please contact that person. Station Masters this year are **Jeff** and **Janet Haviland**. Please give them all of the help you can.

Operations. People are needed to help with all phases of railroad operations. Please call **Dave Fritz** at 698-4480 or **Al Douglass** at 861-2624 to make reservations for future shifts. Also, we will be staffing the historic Minnehaha Depot at Minnehaha Park again this summer. Call either Dave or Al if you would like to help.

Restoration. Work is progressing (weather permitting) on ex-Great Northern businness car **A-6**. Crews are cleaning and painting the inside of the coach. When the weather warms, they'll paint the outside of the coach in its original GN orange and green along with our other GN coaches **1096** and **1097** which are still sporting their newer GN light blue and white colors. Both 1096 and

1097 need some body work before they can be painted, however.

The **water tender** also will undergo some work in anticipation of use this summer. All three of our **Rock Island coaches** also need work before they can see service on our operations this year. All tolled, repairs are needed on seven passenger coaches. If all equipment could get repaired this spring, we could seat a total of 528 passengers on one trip.

We are moving ahead with the restoration of ex-N.P. **4-6-2 steam engine 2156** but we were slowed down in mid-February while awaiting the removal of the jacketing by Dunsheath Constuction and Engineering Inc. Then the engine will be inspected and, if it found to be in good condition, might be running by 1985. It will be nice to see this engine running again.

With everyone's help, we should have a good year and maybe turn a profit and get some bills paid or, at least, have much of our equipment in good shape for next years operations.

Duluth, Missabe & Iron Range coach No. 30, which was purchased from the Lake Superior Museum in Duluth, suffered some coupler damage

in an accident and is still in Duluth.

Consolidated code book. If you need a copy of the Consolidated Code Book or would like to take the code test, call **Bernie Braun**.

New Stillwater Railroad Site. We are looking at setting up some type of operation on our new line in Stillwater this summer depending on the availability of our equipment. We want to make some kind of a showing on the line so the community is aware that we are going to use the line for railroad operations.

Before we can run a train on the new track, however, there is plenty of work to be done on the line. We need all the help we can get. Please volunteer by calling one of the following Stillwater Site Committee members; **Bill Campion**, **Bill Graham** or **Frank Sandberg**.

With all of us pulling together and working as a team, this could be a good year for the railroad division and our new line in Stillwater. Thank you.

Bernard Braun
Vice President, Railroad



1984 railroad personnel

Training

Engineer
Fireman
Conductor
Brakeman
Car Attendant
Platform Attendant
Maintenance

Scheduling

Maintenance People
Platform, Car Attendant,
Sales People, Minnehaha Depot
Food Handlers

Station Master

Responsibilities:

Train Schedule
Movement Schedule
Sales - Tickets and Souvenirs
Minnehaha Depot

Equipment Rebuilding and Maintenance

Cars
Electrical
Motive Power
Batteries

Jim Bertrand 459-1757
Dave Rushenberg 483-1261
John Winter 459-5509
John Winter 459-5509
(to be announced)
(to be announced)
Ken Snyder 926-5755

Ken Snyder 926-5755
Dave Fritz and 698-4480
Al Douglass 861-2624
(to be announced)

Jeff & Janet Haviland

John Larson 831-6840
Bob Renz 452-7393
Ken Snyder 926-5755
Scott Heiderich 645-3333

Stillwater Site Beckons

Luckily, no one believed our remarks about the agonies of track work. A good number of members have returned their questionnaires and signed up for track gangs. We still have many terrific openings left, however. Anyone who may have been too bashful to return his questionnaire still can have a choice assignment if he or she will get in touch with us. During March, we will be calling everyone who responds about work assignments.

We plan to begin passenger operations at our new railroad site in Stillwater by July 4. As soon as track and equipment are pieced together, trains will operate on a number of weekends throughout the summer. We need these operations so that members can learn how to operate trains on our line, to earn revenue, to spread the word in the St. Croix Valley and, above all, to enjoy our hobby.

The Site Committee asks all members to observe the following rules:

1. We welcome your suggestions on what should be done. However, the Site Manager, **Bill Champion**, must approve all movements and work activities on the site before they occur. No unofficial movements or projects will be allowed.

2. Injury is a problem for the individual and for the museum. Please work with a group so that you can get help if needed. Remind yourself and your coworkers to be safe and sound at all times.

3. The Board has authorized the Site Committee to expend museum funds on improvements at the site. No charges or expenditures will be paid or reimbursed unless previously approved by the Site Committee.

4. The Site Manager will handle all contacts with civic organizations and neighbors regarding activities at the site. Please relay problems and requests to the Site Manager, and do not make arrangements or commitments on behalf of the museum unless he directs you to do so.

5. We are the new kids on the block. If we are polite and pleasant to our neighbors and passengers, we will earn their respect and patronage. Otherwise, we will bring problems to the museum which may be hard to repair.



The end of the new MTM railroad line at Duluth Junction in Stillwater. Photo by Gary Katzenmaier.

6. The Washington County Sheriff has been most helpful in policing thefts and vandalism of museum property, and may ask to see identification. Please show your MTM membership card if asked while walking or working on the site.

7. Hikers and skiers are permitted to use the museum's right-of-way at their own risk. Snowmobiles, dirt-bikes, 3-wheelers and any other motorized vehicle is not permitted, as our signs say. If you come across a motor vehicle on the property, ask the owner politely to leave and, if possible, report the vehicle registration number to the Site Manager. He will pass the information along to the County Sheriff.

We hope that every member of the museum and the St. Croix Valley community will find enjoyment on our railroad this summer. We must remember, though, that a museum railroad requires teamwork, cooperation and neighborliness, in addition to sweat, pain, Ben-Gay, sunburn, callouses, blisters, blind devotion, and much more.

Stillwater Site Committee
Bill Champion, Site Manager
Frank Sandberg
Bernie Braun
Bill Graham



A view of MTM's new railroad line as seen from Art Pew's Unimog speeder near the west end of our line. Photo by Gary Katzenmaier.

MTM Receives "New" TCRT Photos

Just when we think we have seen all of the photos of Twin City Rapid Transit streetcars in action we'll probably ever see, another set of pictures turns up.

The latest set arrived at the museum this past winter from Cliff Scholes of Cincinnati, Ohio, an avid railfan and photographer. Mr. Scholes was looking for our help in identifying the exact street locations of TCRT streetcars in 33 black-and-white photos he took on a visit to the Twin Cities in July 1953.

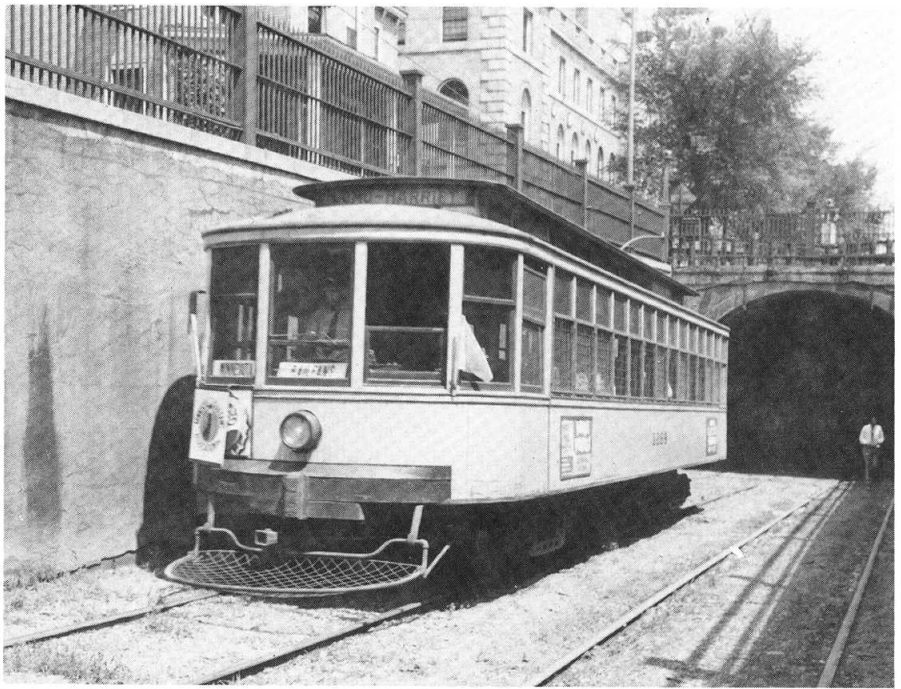
His visit included photos of streetcars on the **COMO-HARRIET**, **BRYANT-JOHNSON**, **GLENWOOD-4th AVENUE** and **MINNEHAHA-FT. SNELLING** lines as well as a special Minnesota Railfans Association railfan trip aboard gate car 1269 over the then-just abandoned **SELBY-LAKE** streetcar line and St. Paul portion of the **COMO-HARRIET** line.

Several members put their heads together and, after a discussion or two on a couple of the street scenes, managed to identify all 33 shots. In return, Mr. Scholes donated a duplicate set of shots and two 8x10 blowups of two of the shots to the museum archives and permission to reproduce the photos in the **Minnegazette**. The pictures are of fine quality and will appear in future issues from time to time.

Mr. Scholes' TCRT photo collection is just one of many streetcar systems that he has photographed over the years and has catalogued on his home computer system. His 3,000-photo collection includes cars from big cities like Los Angeles, Chicago, Milwaukee, Denver, New York, Boston, Baltimore, Philadelphia, Cleveland, Detroit, Cincinnati and St. Louis to small towns such as Des Moines, Waterloo, Butte, Dayton, Toledo and Hoboken and many, many other systems. Most photos were taken between 1944 and 1956.

Prints of any of the 3,000 photos are available for purchase from Mr. Scholes. The editor of the **Minnegazette** has a copy of the entire list of pictures and order information. Call **Fred Rhodes** at 888-2479 for details.

The museum thanks Cliff Scholes for this valuable addition to the history of rail transit in the Twin Cities.



What's this? A Como-Harriet streetcar in the Selby Tunnel? Well, one interurban line was as good as another. Actually, it was gate car 1269, bearing a "Como-Harriet" destination sign, on a Minnesota Railfans Association special touring the just-abandoned Selby-Lake line and the St. Paul portion of the Como-Harriet line, both abandoned on July 11, 1953. This is one of the 33 photos taken by Cliff Scholes and donated to MTM.



The TRAIN Convention special heading eastbound under Interstate 35E approaching Westminster Junction. Photo by Aaron Isaacs.

Twin Cities' Oldest Car Line Ended 30 Years Ago

Minneapolis' 4th AVENUE street-car line, the first electric line in the Twin Cities, was one of the last lines to be abandoned 30 years ago this month.

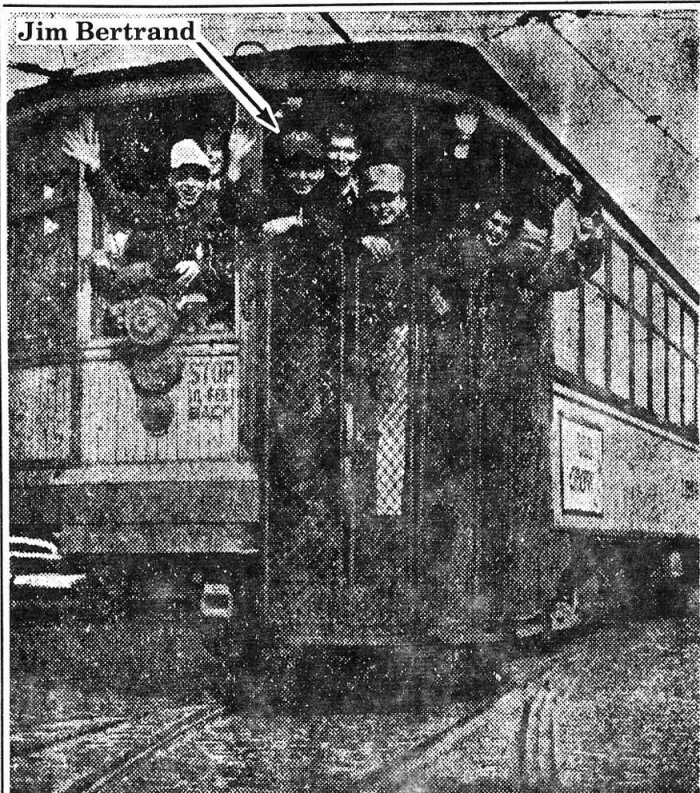
Originally a horsecar line, the 4th Avenue line was the first line to go under the wire when eight electric cars began operating over the line at 4:00 p.m. on Christmas Eve of 1889. At the time the line ran out to only 34th St.

Abandonment of the line came 64 years later, on Friday, March 6, 1954, when the last GLENWOOD-4th AVE. car ran out to 4th Av. and 48th St. and returned to the barn. The next day, members of the Minnesota Railfans Association, forerunner to MTM, chartered gate car 1269, a veteran of many railfan trips, for a last ride on the historic car line.

Just three weeks later, on March 27, the next-to-last abandonments took place when the NICOLLET-2nd ST. N.E. and NICOLLET-MONROE lines were abandoned in Minneapolis. St. Paul lines had been completely abandoned by late 1953.

The final abandonments took place on June 18, 1954 when the COMO-HARRIET, OAK-HARRIET and INTER CAMPUS SPECIAL streetcar-lines were converted to bus operation. These abandonments will be covered in detail in the next Minnegazette which commemorates the 30th anniversary of the end of street railway operations in the Twin Cities.

Jim Bertrand



Jolly Trolley Ride Railfans went riding Sunday on the last run along the Fourth avenue-Glenwood route in Minneapolis to help retire old No. 1269, last of the wire-gate streetcars in operation. The car currently is on the University of Minnesota inter-campus line. Buses will operate on the Fourth avenue-Glenwood route from now on, thus ending the life of the first electric streetcar line in Minneapolis. First rails were laid for the line in 1881 and horse-drawn trolleys carried passengers. In 1889, the route was electrified and streetcars carried passengers until Saturday.

Minneapolis Tribune, March 8, 1954

SEE OTHER SIDE

Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep	Oct	Nov	Dec	1	2	3	4	5	6
7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	NICOLLET-2ND ST. MONROE				Continuation		Station		AM		
92		050193				Emergency					Monroe		PM				
1	2	3	4	5	6	7	8	9	10	11	12						
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30	30	30	30	30	30	30	30	30	30	30	30						
45	45	45	45	45	45	45	45	45	45	45	45						

Final Transfer

TWIN CITY LINES

TWIN CITY LINES

Nicollet-2nd St. N.E. and Nicollet-Monroe lines streetcar transfer, punched on March 26, 1953, about a year before abandonment. These lines were abandoned 30 years ago this month — on March 27, 1954. Transfer from the Fred Rhodes collection.

Washington Av. Viaduct Razed

The ancient steel and wood Washington Av. viaduct succumbed to the wrecker in mid-January. For decades, the ugly viaduct carried the trains of the CMStP&P railroad out of the nearby Milwaukee Road Depot to points, east, west and south.

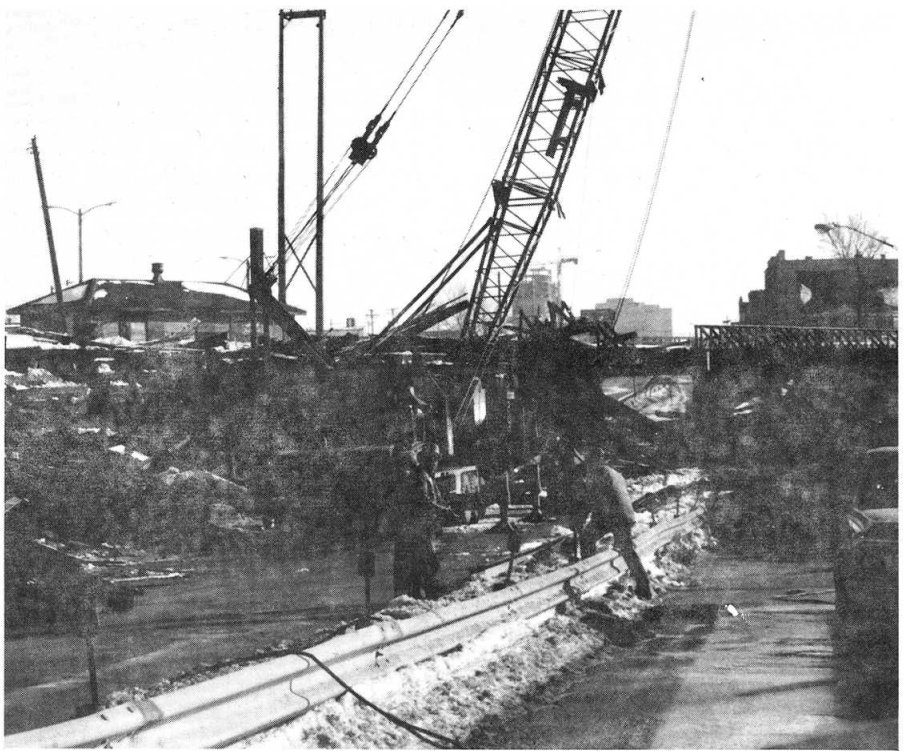
The two massive bridge piers straddled Washington Av. S. near Chicago Av., creating three wide lanes for automobile and streetcar traffic. Auto traffic used the outside lanes while the busy center lane was reserved for streetcars from the FT. SNELLING-MINNEHAHA-PLYMOUTH, MINNEAPOLIS-ST. PAUL, 34th AVE. S.-N. BRYANT and E. 25th STREET lines.

After the abandonment of the streetcars, automobiles used the center lane—as well as the outside lanes—at their own risk. After several fatal collisions with oncoming traffic (and the bridge piers themselves), the city closed the center lane and installed angled barricades around the piers.

The Milwaukee Road found an alternate route through the area about a year ago which signaled the end for the old viaduct. Although many wanted the viaduct saved as a historic site, it came splintering down without too many tears shed. Washington Av., which had been lowered to go under the viaduct, will be raised several feet at that point this summer which will further erase the memory of this historic railroad bridge.



Art Pew's Unimog speeder at the golf course crossing on MTM's new railroad line. Photo by Gary Katzenmaier.



Down she comes! Wreckers chewed up the sturdy old Washington Av. viaduct in this view, looking southeast down Washington, taken on January 14, 1984. The center lane opening, which can be seen in this picture, was reserved for streetcars. Photo by Bill Graham.



MTM's new railroad line which crosses this bridge over highway 95 near downtown Stillwater. Photo by Gary Katzenmaier.

Working the Interurban Extras

Ed. Note: Member Harold Dalland operated streetcars for TCRT in the 1940s and 1950s and was prompted to relay his experiences on the Interurban line by stories of the Minneapolis & St. Paul line and fellow member Robert Cumbey's recent recollections of that line that appeared in recent issues of the Minnegazette.

As a motorman working out of Lake Street Station at 22nd and Lake in Minneapolis, I remember handling an afternoon extra or two on the Interurban line. I would take a car out of Lake Street Station and proceed east to 27th and Lake. From there I went north on 27th Av. S. to Riverside Av. and to Seven Corners just east of downtown Minneapolis.

At Seven Corners there was a very sharp curve from the north bound Cedar Av. lines to the eastbound Interurban line. One had to be careful at this point as it was a nonclear curve. To proceed, the lines had to be clear of southbound Cedar Av. cars and westbound Interurban cars. From Seven Corners it was an easy operation eastbound to Emerald St. and University Av. SE., the city limits, as the sign was cranked to **NOT IN SERVICE**.

On the westbound leg, the sign was set to **LOOP**. We also had a window card stating Front Entrance, Pay Enter. Any passengers along University and Washington prior to the University of Minnesota were picked up. As I recall, the largest points for pick ups at the University were at 15th and 17th Avs. and Washington.

I can remember some students grumbling to the effect, "Does this silly car go down 3rd St.?" which it did. Interurban transfers were given out on the Interurban portion of the run. After the car came into downtown Minneapolis on 3rd St. to 2nd Av. N., the balance of the day's work was performed on the **MINNEHAHA-FT. SNELLING** line.

I also can recall taking an Interurban extra one morning. I don't remember what line I came from nor the destination sign reading, but after dropping off the University students, I proceeded to Snelling Station at Snelling and University in St. Paul. Here again, I had to watch for westbound cars as the curve to the station was a nonclear curve.

From there it was an easy run back to the Lake Street car barn as it was a **NOT IN SERVICE** run. It is a possibility that I was operating one of the Lake Street Station Interurban "extras" that reader **Robert Cumbey** mentioned in his reflections.

One final note. I had a run on the 34th AVENUE line one time. On one trip I had to watch the switch on 2nd Av. and Washington. More often than not, a North Side Station Interurban

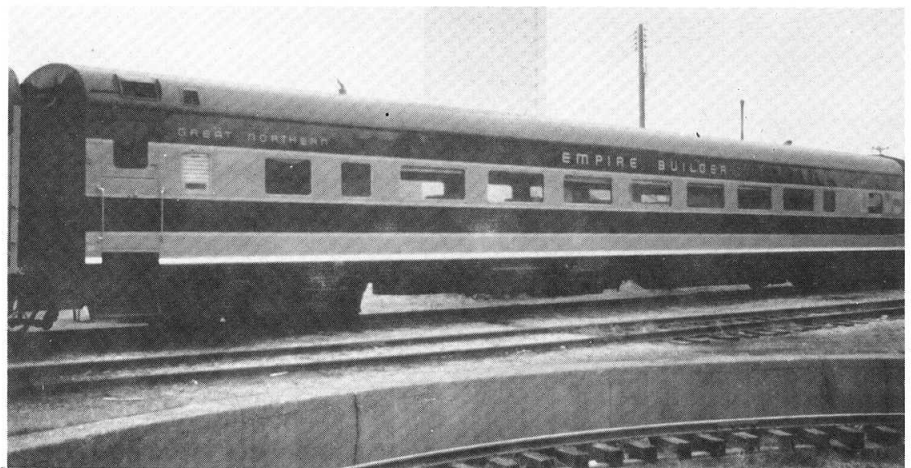
extra was ahead of me. It turned south on 2nd Av. and continued as a northbound **CHICAGO-PENN** or **CHICAGO-FREMONT** car which meant I had to reset the switch to continue on my route.

This is the extent of my recollections of streetcar operations on the Interurban line.

Harold Dalland
Minneapolis



People showed up in the rain to board the MTM steam train at Lilydale. Photo by Dawn Holmberg.



Another passenger coach has been added to MTM's growing fleet of tourist equipment. Members recently applied the lettering and other finishing touches to ex-Great Northern coach 1213. It is splendid in its original Omaha Orange and green colors. You'll see plenty of this car in the museum's 1984 railroad operations. Photo by Martin Withuski.

24 Years of Riding Streetcars

I was born in 1930 in Minneapolis. Since my father did not own a car until 1939, streetcars were a primary source of transportation for the family and then for me until streetcar service ended in 1954.

For the first three years of my life we lived at 46th St. and 4th Av. S. in Minneapolis at the end of the 4th AVENUE car line. When I would wake up in the middle of the night, my dad would carry me to the front window to watch the streetcar go by.

In 1933 we moved to Morningside (now part of Edina) about a block west of the Westgate Theatre site. There we had a choice of services with the **COMO-HOPKINS** running along its own right-of-way on the north side of 44th St., the **COMO-HARRIET** to 54th and France coming down France Av. and the **COMO-HARRIET** ending at its own loop just east of 44th and France.

The favorite place to wait for the streetcar initially was inside (or just outside) the front door of Lars Belleson's Country Club Market. This store was the forerunner of the Country Club Market chain formed when Lars sold out to go into the Haberdashery business on 50th St.

We could see the **COMO-HOPKINS** car coming far enough in advance to run across the street if it arrived first. For the first six years out of our house in Morningside, Dad took the streetcar and bus to work at Purina Chows at 38th and Hiawatha. This entailed riding the Como car to Lake St., the **SELBY-LAKE** car to Bryant, the **BRYANT TO 54th-PENN** car to 38th St., and then the **38th STREET** bus to work.

The whole process consumed close to an hour in the best of circumstances. After Dad bought our '39 Chev he drove to work and got a B ration card during World War II because he picked up people on his way to work (that meant we had enough gas to take an annual vacation trip—we hit the Iron Range and Duluth in 1940 and Chicago in 1941—what a blast!).

Though Dad now had his own car, swimming lessons at the downtown "Y" made me a regular streetcar rider. In the early teen years, there were a few streetcar parties too, where we would ride all over the TCRT system for a couple of hours.

At draft registration time in 1948, I chose to register in Hopkins and took the streetcar out over the enormous trestle spanning the Milwaukee Road and Minneapolis & St. Louis tracks. By that time, the streetcar tracks ended just the other side of the bridge in front of the Minneapolis-Moline office.

My most intensive streetcar riding began in 1948. I registered at the U of M and chose to commute from home. Sometimes 8:00 classes meant getting a 6:30 a.m. car at 44th (getting in line for an early registration meant a 5:00 a.m. departure). Most of the cars (even the wooden ones) had electric heat but, even in the 1950s, I would occasionally arrive at the loop on a cold morning to find an old, wooden car with the motorman stoking up a coal fire.

The inside of the car would be ice cold and reeked with the smell of coal smoke. The ride to the U took about 45 minutes. Going to the U, I would transfer at 5th and Hennepin to the **TO ST. PAUL** Interurban car. This took one by the end of the Milwaukee Depot (and all those Soo Line Pacifics, Milwaukee Road Baltics, etc.) and under the famous (and now defunct) Washington Av. viaduct (which carried the Milwaukee Road trains over the avenue), past Seven Corners and across the Washington Av. bridge (which had a safety factor of ½ which meant it should have collapsed 10 years earlier).

Returning home I would walk over to Dinkytown and the 14th Av. bridge to wait for the **COMO-HARRIET** car. This way I'd have a seat by the time the car got downtown. Also, it gave me a chance to watch the Milwaukee Road and Northern Pacific switching below and occasionally I would see an N.P. A-class 4-8-4 steam engine hauling a passenger train.

People-watching on a streetcar was great fun. The nearly one-hour ride home meant that much enforced relaxation. The most exciting part of the trip was of course the fast run between Lakes Harriet and Calhoun (now part of the MTM's Como-Harriet museum streetcar line). You always hoped nobody wanted to get off on 32nd St. so the car would get a good run going over the 36th St. bridge, past Lakewood Cemetery and on to Lake Harriet. We always guessed they

must be going 50 mph! (By comparison, today's museum car is locked into about 22 mph.)

During this time span the new St. Louis (PCC) cars were tried out and put in service on the line. The initial demonstrator cars had a problem with undamped vibration on the fast segment as they were too lightly sprung. The TCRT cars, when they arrived, had solved the worst of the problem but it always seemed that they had a harder time going fast than the older heavy cars.

The new cars had magnetic track brakes and a foot pedal accelerator in place of the rheostat arm so they must have taken some getting used to on the part of the motormen and motor-ettes.

A five-year engineering degree and graduate school kept me riding the cars right up until the end. I'm a 30-year employee at FluiDyne Engineering Corp., starting in June 1954—the exact month streetcar service came to end in the Twin Cities.

In 1954, the office was at 425 N. 7th St. In the spring of 1954, I took the streetcar downtown to apply for my job at FluiDyne. The exact circumstances surrounding the demise of system are fuzzy. Certainly the end was in sight in 1952 and 1953. Names like Green and Ossanna come to mind as having some relationship with the final collapse. I know token prices were 5 for only 35 in the 1950s.

The demise of the system has removed an element of urbanity from city life just as the loss of Interurban systems in Chicago and the interlacing with freeways has made it a much less, closed, much less urban feeling city. Certain things about the TCRT system will always stick in my mind like:

- The **INTERCAMPUS SPECIAL**.
- The **FAIR GROUNDS** special.
- Those funny cars on the **BRYANT-JOHNSON** line that began life as trailers and never appeared on other lines.
- The Plaza Hotel and Downtown Chevrolet across from Loring Park.
- The Hennepin-Lyndale Bottleneck.
- Getting your car wheels stuck in the streetcar tracks in icy weather.

Streetcar riding always provided something interesting. My Dad recalled seeing a man throw his token

out the back window of the car and stick his cigar in the token slot of the farebox. Unfortunately I have no photographs to illustrate the streetcar age.

Ironically I began intensively photographing steam trains in late 1954 and have about 50 black and white negatives and 40 colored slides of steam trains in the Minneapolis area, some taken as recently as 1960 but all taken after the demise of the streetcar. My only memento is the transfer I used as a bookmark, a March 2, 1949 CHICAGO-PENN-FREMONT transfer punched north-bound to expire at 11:00 a.m.

James Grunnet
Edina, Minnesota



Second Lathe Donated to Museum

A second Monarch Industrial Lathe has been donated to MTM and is now in place at the Linden Hills carbarn of the Como-Harriet Streetcar Line. The first lathe is aboard MTM's baggage car at the Minnesota Transfer Roundhouse in St. Paul.

This lathe was donated by **Honeywell Inc.** thanks to Honeywell employees (and MTM members) **Ray Hopper** and **Don Westley**. It was moved to the streetcar site on one of those bone-chilling winter afternoons when the temperature hovered around -20. Our thanks to our museum polar bears consisting of **George Isaacs**, **Neil Howes**, **Larry Schreiber** and **Roy Harvey** for moving the lathe into the barn. Thanks also to **Ray Bensen Sr.** for getting the Minneapolis Park Board to plow out the right-of-way from 42nd St. to the barn to allow for truck access and to **Roy Harvey** who shoveled the rest of the snow away from the barn.

The lathe will allow for "full speed ahead" work on 1893 Duluth LaClede single-truck streetcar's restoration and for other work at the shop. Our thanks to Honeywell, Inc. for their generous donation.

Don Westley
Vice President, Traction

"North Coast Limited" On Bridge

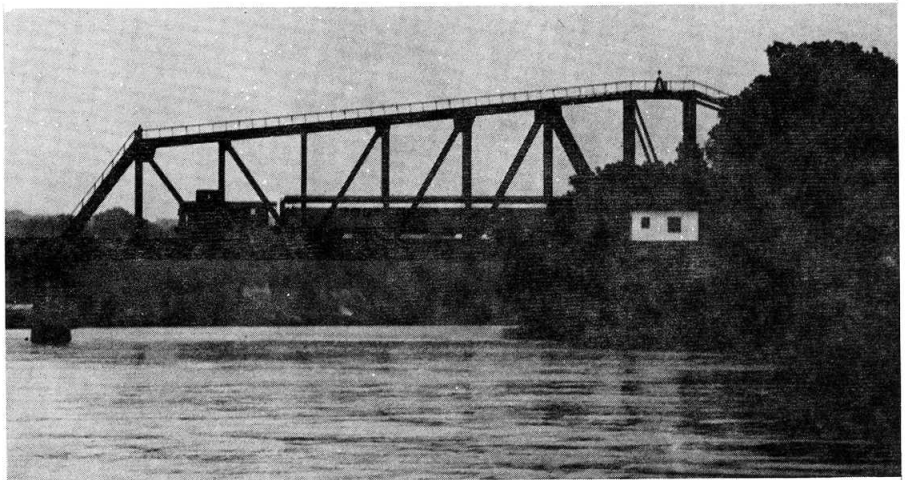
Some conflicting statements appeared in the Jan./Feb. 1984 *Minne-gazette* as to what train the NP 2156 steam engine was hauling across the Stone Arch Bridge as depicted in Larry J. Fisher's painting, *Steam on Stone*.

The "About the Cover" story on page 2 referred to the train as the *Empire Builder* while the main story on the restoration of 2156 and the painting on page 10 called it the *North Coast Limited*.

Of course, as all rail historians know, the Northern Pacific wouldn't have been hauling the *Great Northern's Empire Builder* train anywhere,

as was pointed out to me by **Thomas J. Lamphier**, **Steve Harrod**, **Loren Martin**, **Paul Freed** and several other members. Furthermore, Great Northern didn't inaugurate the *Empire Builder* as its premiere passenger train until June 1929, according to Lamphier.

Otherwise, the painting showing NP 2156 hauling the *North Coast Limited* across the bridge in 1920 is historically correct, according to the artist's agents and MTM members/historians who provided the research for the painting. Please excuse a slip of the word processor keys.



MTM steam train crossing the bridge on the way to the Water St. Station in Lilydale in the afternoon of Oct. 15. Photo by Dawn Holmberg.



Sunny weather brightened up the Lilydale operations on Sunday, Oct. 16 as large crowds rode ex-Rock Island car No. 2608 across the wooden trestle along the route. Photo by Dawn Holmberg.

Tell Us Your Como-Harriet Story

Local residents over the age of 35 should remember the *original* COMO-HARRIET streetcar line that ran from the shores of Lake Harriet in southwest Minneapolis, through downtown Minneapolis and St. Paul's picturesque Como Park, to downtown St. Paul.

That great interurban line is the feature story of the next *Minne-*

gazette. If you have any brief recollections that you would care to share with the membership, send them to the editor by **April 10** to make sure they are included with the story.

The May/June issue promises to be a fact- and photo-filled history of the COMO-HARRIET line complete with old newspaper articles recalling the

line's colorful history up to its demise 30 years ago this coming June. Make sure that you get your 1984 dues sent in on time so you don't miss out on this special issue. Sending your dues in after the April 10 deadline *does not* guarantee that you will get back issues of the *Minnegazette*. Occasionally we mail out every copy we have immediately.

E.R.M. Special to Members

By action of the museum's board of directors, MTM members can now purchase copies of *The Electric Railways of Minnesota* at the special price of \$23.80 which includes Minnesota sales tax, postage and handling. The normal price of this book at book stores is \$29.95 plus tax.

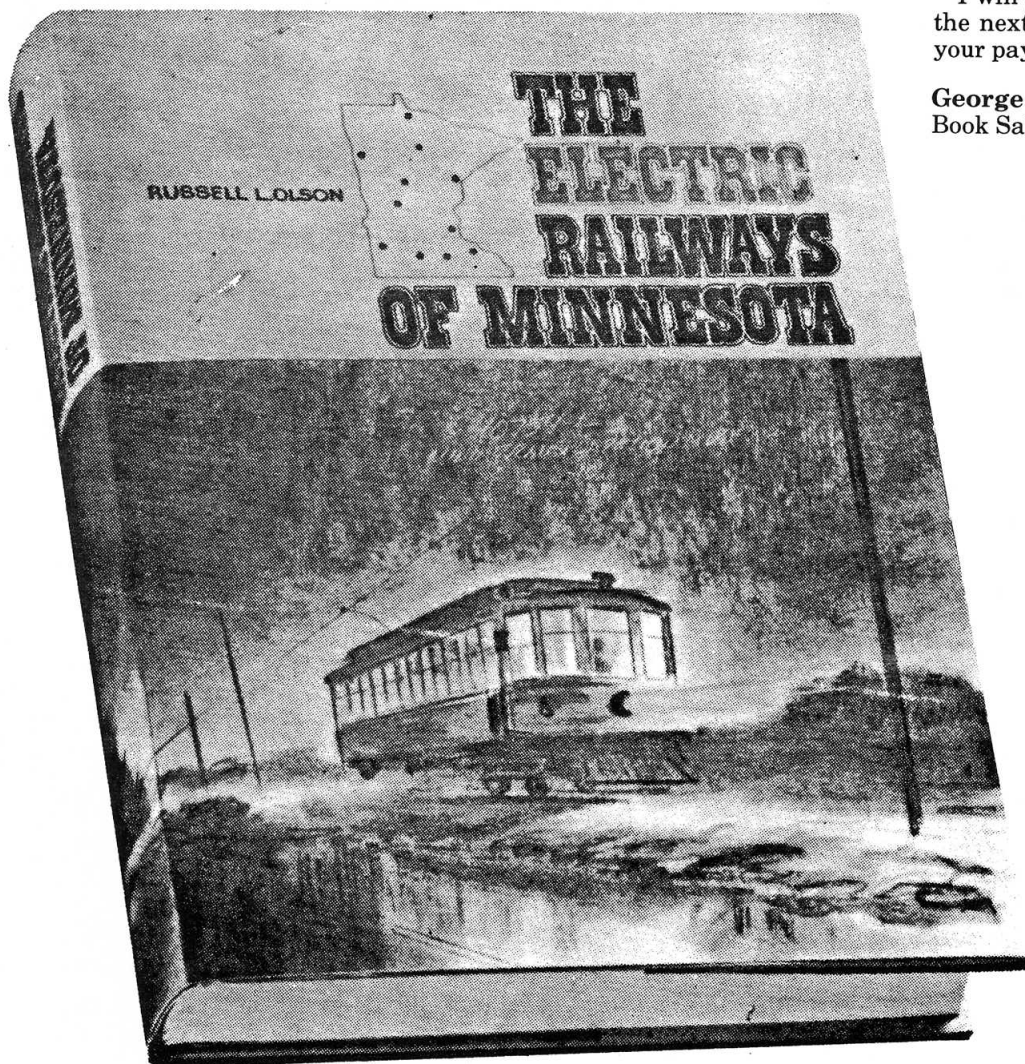
Written over a 20-year period by MTM member **Russell L. Olson** and published in 1976, this book is the authority on the many electric lines and those intended electric lines that operated in Minnesota and North Dakota.

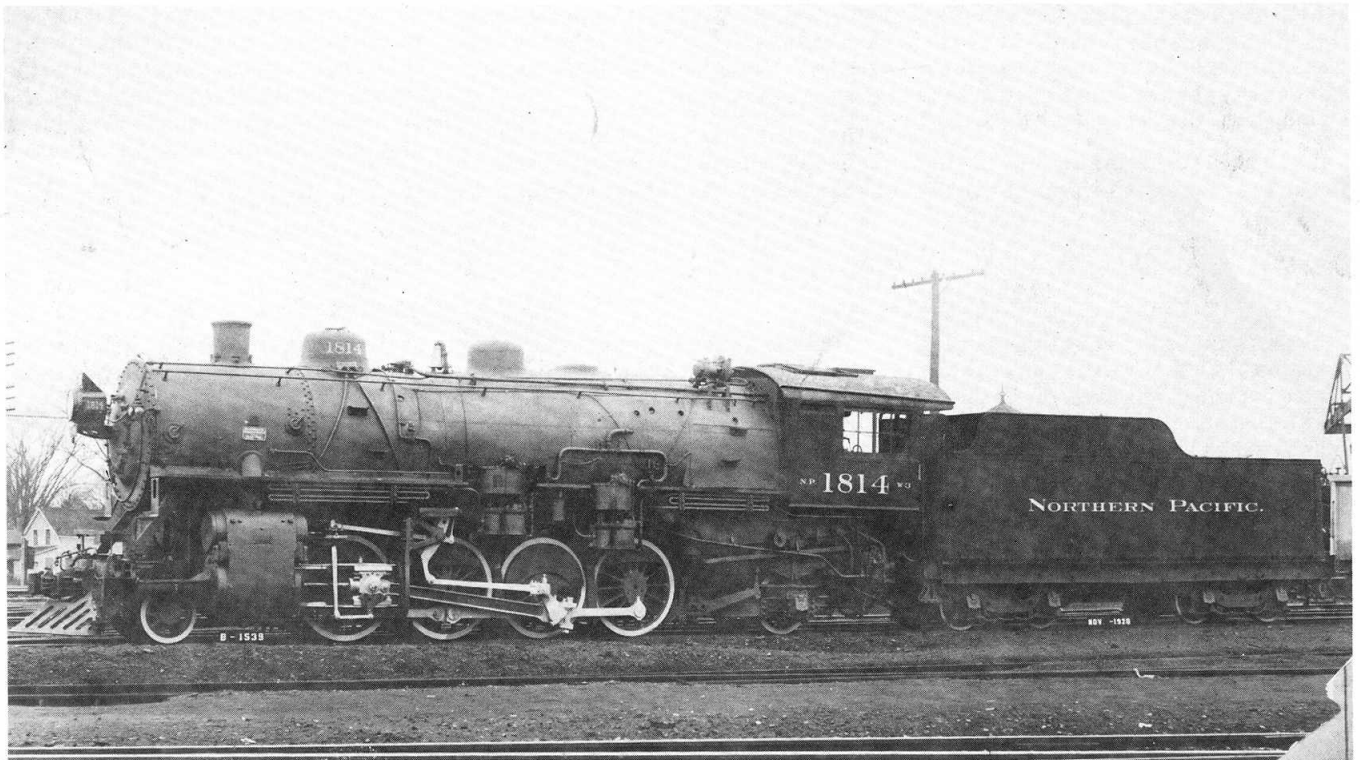
To obtain a copy of *E.R.M.* for yourself, your spouse or relative, send a check or money order made out to the Minnesota Transportation Museum for the amount of \$23.80 to:

George K. Isaacs, 682 W. Sextant Av., St. Paul, MN 55113.

I will get the book into the mail on the next working day after receiving your payment.

George K. Isaacs
Book Sales





Steam locomotive No. 1814 was one of the last in a series of 125 class W-3 engines of the Mikado (2-8-2) type, and was delivered in 1920. It represented an advancement in main-line freight locomotive design for the Northern Pacific Rail-

road, and was surpassed in power on N.P. for engines of this wheel arrangement only by the later W-5 class. The W-3 was the basic freight engine on all segments of the N.P. system until the end of steam in 1957. Photo courtesy of Ben Curry.

MTM Membership Application

The all-volunteer nonprofit Minnesota Transportation Museum was formed in 1962 for the purpose of finding, restoring and operating vintage rail equipment for the education and the enjoyment of the public as a reminder of days gone by. If you like what you see in this magazine, how about becoming a member and helping us? It is a rich experience filled with fun and tradition. Join us today!

- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
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Mail to: **Minnesota Transportation Museum, Inc.**

P.O. Box 1300, Hopkins, MN 55343



MINNESOTA STREETCAR MUSEUM

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